

COUNTRY East Germany Approved For Release 2002/07/15 : CIA-RDP80-00810A0009000820006-6TOPIC Dautzen-Litten Airfield

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25X1X	EVALUATION	PLACE OBTAINED	25X1C
25X1C	DATE OF CONTENT		
25X1C	DATE OBTAINED	DATE PREPARED	16 March 1953
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto
REMARKS			
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1. In early January 1953, 12 Yak-18s were stationed at Litten-Neupruschwitz airfield. Local flights were made up to mid-January. The aircraft left in the course of January. No air activity was observed after mid-January.<sup>1</sup>
2. Previously, air activity was performed only on the former airfield which was not fenced-in on its northern and eastern border. In January, construction was started on a wall along the southern edge of the field. The wall extended along the Baschuetz-Neupruschwitz road as far as Neupruschwitz where it had a height of about 2 meters. A gate was at Kilometer markers 3.4 and 4.1 respectively.
3. The buildings of the field were located on the southern edge parallel to the road. The flight control station housed in a low wooden building, about 15 x 40 meters, was located in line with kilometer marker 4.0. This building had a gable roof with a tower and a wind cone and a cup anemometer on top. On either side of the flight control station there was a wooden hangar, about 20 x 40 meters, which had a height of 6 meters toward the landing field and a height of 4 meters toward the road. As the rear walls were not yet installed source could observe that the wooden supports of the roof had a span of 12 meters. Therefore large planes cannot be parked in these hangars. West of the hangars, there were four billeting buildings for EM, which had an estimated size of 10 x 25 meters, a door and two windows at the front side, eight windows at the longitudinal side along the road, a flat gable roof and four smokestacks. A small brick building was located between two billeting buildings. Work was under way on a fire pond west of the buildings. North of the temporary buildings there were three large boilers, each about 4 meters long and 2 meters in diameter, which were slightly underground. A transformer station at the entrance to Neupruschwitz was in operation.

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4. The mound at triangulation point 174.9 in the western and north-western sections of the field was removed by means of a dozer. The earth was excavated about 1 meter deep and hauled to the slope along the brook southeast of the intersection of the Niederkrainer-Litten and Baschuetz-Kreckwitz roads. The trench along the Neupurschwitz-Purschwitz road in the eastern section of the field was being filled. Large scale earth work was under way east of the landing field. For this purpose, the Neupurschwitz-Purschwitz road was blocked to the south by a barrier and guarded by a VP sentry. Earth was being removed in a depth of 1.5 to 2 meters and a width of 600 to 700 meters, 500 to 1,000 meters south of Purschwitz. The earth was hauled to the area 1.5 meters southwest of Cannowitz. Work was being done at day and night. Seven Diesel locomotives, 8 steam locomotives and about 150 dump cars were used in addition to 6 dredgers which put the earth into the dump cars. The flat portion of the slope was torn open by three scooping irons and two tractors with a device similar to a snow plow. Subsequently, the loose earth was loaded on dump cars with shovels. Near kilometer marker 6 along the Neupurschwitz-Wurschen road, excavation was in progress on a strip 3 meters wide, about 600 meters long and 20 cm deep, which was subsequently filled with crushed stones.
5. The construction staff of the Bauunion South was quartered in a temporary building at the exit of Neupurschwitz, west of the Purschwitz-Neupurschwitz road. East of this road, there was a low wooden building with the kitchen and 3 temporary buildings quartering EM. The buildings were of the same type as those west of the flight control station. A small quantity of cement and bricks, 40 cement pipes, each 1 meter long and 50 cm in diameter, and about 25 fuel containers each with an estimated capacity of 200 liters were stored on the edge of the road north of the construction headquarters. Three wells were being established in front of the temporary buildings east of the road. There was a narrow-gauge field track which extended almost as far as triangulation point 162.3 and then to the east where it branched off. The branch lines which could not be distinctly observed extended in the area north of kilometer marker 6.0 along the Neupurschwitz-Wurschen road. Near the temporary buildings, there were about 20 Soviet trucks with German marking which were used for the transportation of workers and construction material. Previously, no large quantities of cement, crushed stones or gravel had arrived. Neither runway nor taxiway or concrete mixers were observed at the field.
6. An estimated 600 workers were employed at the field. Some of them came from Bautzen and the surrounding villages. A worker said that excavation work was being done by a private firm called Thomas, the cadre personnel of which was quartered in the temporary buildings northeast of Neupurschwitz. Only a few laborers worked on above-ground construction- Masonry was discontinued between 3 and 7 February because of frost.

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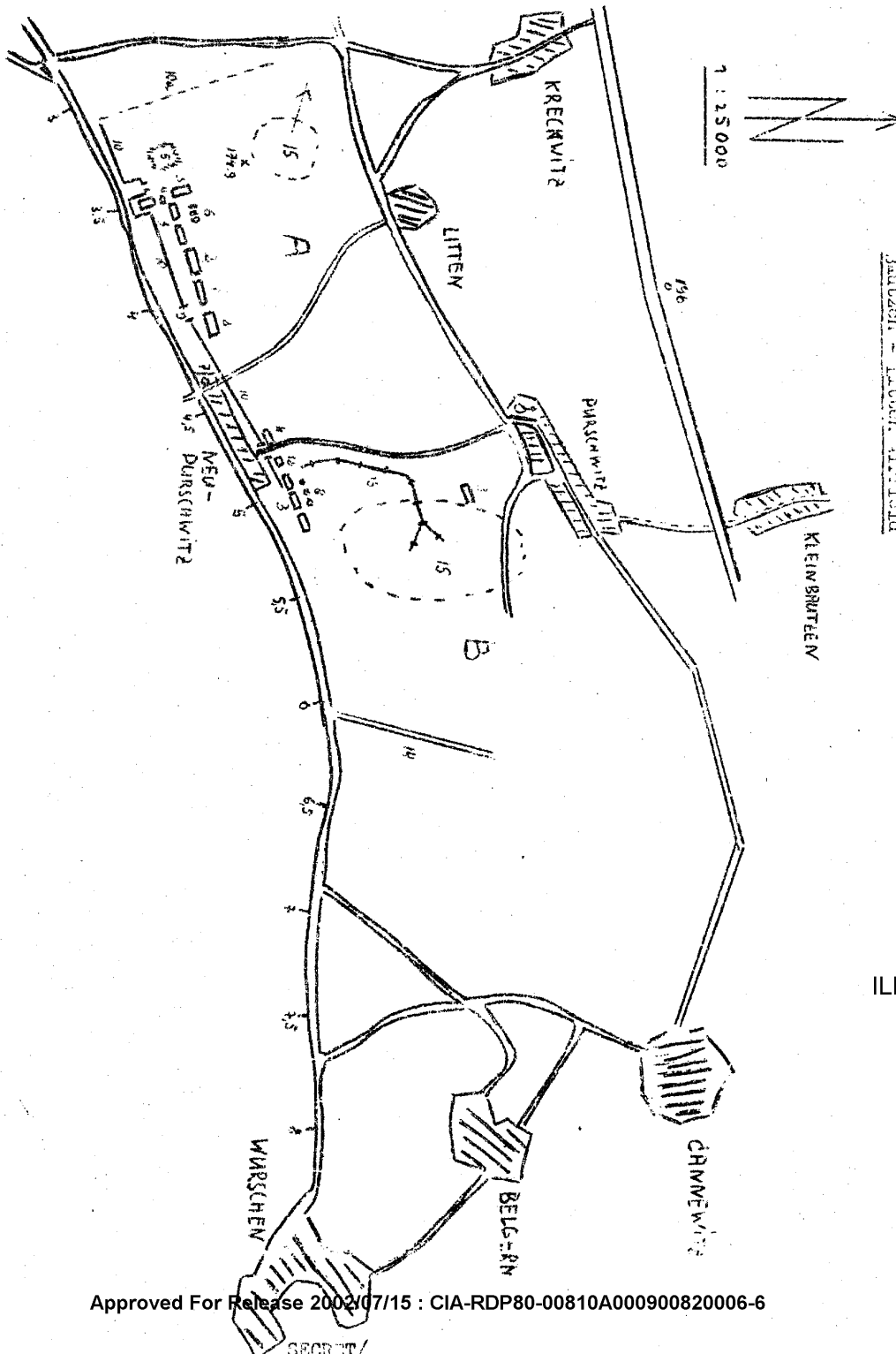
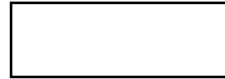
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25X1A 1. [ ] Comment. A previous report contained information on the  
25X1A transfer of the 3rd VPL Regt from Bautzen-Litten to Kamenz. See  
[ ]

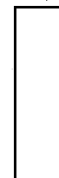
25X1A 2. [ ] Comment. Work at Bautzen-Litten airfield is apparently accelerated.  
For details on earth movements and location of the individual objects,  
see Annex.

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Bautzen-Litten Airfield

Legend:

- 1 Flight control station
- 2 Wooden hangars
- 3 EM quarters
- 4 Small brick building
- 5 Fire pond
- 6 Three boilers
- 7 Transformer station
- 8 Three wells
- 9 Entrance gates
- 10 Wall
- 10 a Wall not yet completed
- 11 Temporary building housing construction staff of Bauunion South
- 12 Kitchen
- 13 Narrow-gauge field railroad
- 14 Foundation of crushed stones, probably for road
- 15 Earth work under way

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